

Raffle

The Gideon Putnam Resort and Spa has given the Beauchamp Chapter a gift certificate (two nights stay, 2 breakfasts and 2 baths) to raffle off to benefit the Daniel H. Weiskotten Scholarship Fund. It is \$5 for one ticket or 3 for \$10. The drawing will take place at the NYSAA annual meeting. Raffle tickets may be purchased at the meeting or ahead of time. To purchase tickets before the meeting, checks should be made out to the Daniel H. Weiskotten Scholarship Fund and sent to Barbara DeAngelo, Box 351, Chittenango, NY 13037. Please indicate whether or not you are coming to the meeting. If you are coming, your stubs will be placed in your registration packet. If you do not plan to attend the meeting, your ticket stubs will be mailed to you. Visit our web site. Funding this scholarship is important and it is achieved every year without using any money from membership fees.

Summer Digging Opportunities

Once again, summer digging opportunities will be published in the spring newsletter. Please send your notice to the editor by April 1.

Other Meetings

The Society for American Archaeology will meet March 26-30 at the Hyatt Regency, Vancouver, British Columbia, Canada.

The Society for Pennsylvania Archaeology will meet April 4-6 at the Holiday Inn, Clarion, PA. Program Chair, Amanda Valko, avalko@mbakercorp.com.

The Eastern States Archaeological Federation will meet Nov. 6-8 at the Holiday Inn in Lockport, NY. The meeting is hosted by the NYSAA. Program Chair, Lisa Marie Anselmi, anselm@buffalostate.edu.

Awards

The Daniel H. Weiskotten Scholarship Fund. Contact Dr. Ellis McDowell-Loudan. The deadline for application is February 29, 2008. loudane@snycorva.cortland.edu.

NYSAA Newsletter

Winter 2008



2008 NYSAA Annual Meeting is Coming Up Soon! April 18th-20th in Syracuse, Hosted by the Beauchamp and Thousand Island Chapters

Meeting Details

The Beauchamp and Thousand Island Chapters will host the 2008 annual meeting. It will be held April 18-20 at the Comfort Inn & Suites, 6701 Buckley Road, North Syracuse, NY, 13212. The hotel phone is (315) 453-7877. The annual NYSAA Business Meeting will be Friday evening. Papers will be presented Saturday and Sunday morning. The annual banquet, awards, and guest speaker will be Saturday evening. Check the NYSAA web site in the next few months for details.

Dr. Timothy Abel is in charge of the program and he has put out a first call for papers. If you wish to present a paper, contact him at:

Director@JeffersonCountyHistory.org or at Jefferson County Historical Society, 228 Washington St., Watertown, NY 13601.



Some Beauchamp Chapter members. Front row (left to right): Michael Beardley, Bob DeOrio, Vicky Jane, Mary Trudeau, Helen DeOrio. Back row: Greg Soheweide, Polly Toby (obscured), Kenneth Papanek, Gordon DeAngelo, Barbara DeAngelo.

The 2009 annual meeting will be hosted by the Morgan Chapter and the 2010 meeting by the Incorporated Orange County Chapter.

Banquet Speaker

Jose Antonio Brandão, is an assistant professor of American history at Western Michigan University. He specializes in the history of Northeastern North America to about 1783. His research focuses on Native-European relations in general, and upon the history, culture and interaction of the Iroquois Indians with their Native and European neighbors.

In addition to his position at Western Michigan University, Dr. Brandão is series co-editor of "The Iroquoians and Their World," an on-going series of publications related to the history and culture of the Iroquoian linguistic group published by the University of Nebraska Press. He is co-director of the French Michilimackinac

NYSAA Annual Meeting News continued

Research and Translation Project. The FM RTP, a project of Mackinac State Historic Parks, aims at identifying and translating French language materials related to the early history of Michigan, especially of the Straits of Mackinac region. He has also published several articles in both "Ethnohistory" and "The European Review of Native American Studies"

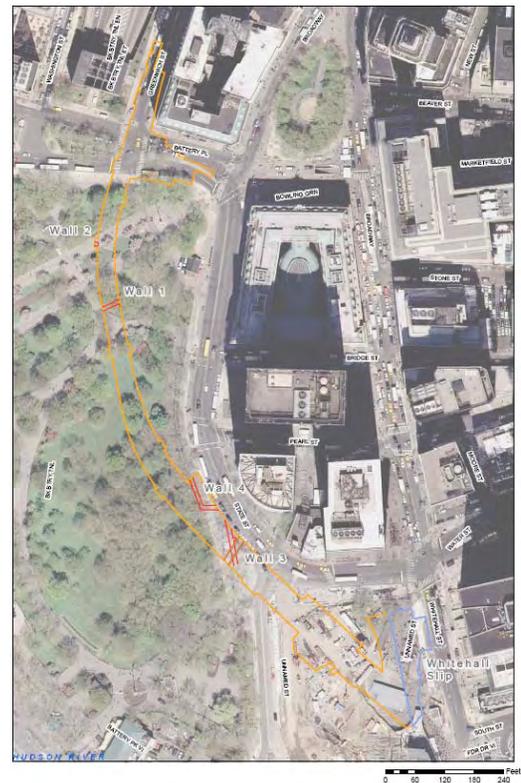
He is the author of "My Country, Our History," and the co-editor of "Nation Iroquoise: A Seventeenth-Century Ethnography of the Iroquois." His book "Your Fyre Shall Burn No More" forms the subject of our keynote presentation.

Why were the Iroquois unrelentingly hostile toward the French colonists and their Native allies? The longstanding "Beaver War" interpretation of seventeenth-century Iroquois-French hostilities holds that the Iroquois' motives were primarily economic, aimed at controlling the profitable fur trade. Jose Antonio Brandao argues against this view. Drawing from the original French and English sources, Brandao has compiled a vast array of quantitative data about Iroquois raids and mortality rates. He offers a penetrating examination of seventeenth-century Iroquoian attitudes toward foreign policy and warfare, contending that the Iroquois fought New France not primarily to secure their position in a new market economy but for reasons that traditionally fueled Native warfare: to replenish their populations, safeguard hunting territories, protect their homes, gain honor, and seek revenge.

Photos from South Ferry Terminal Project Site



Project Site Location shown on the USGS Brooklyn and Central Park Quadrangles.



Overlay of the South Ferry Terminal Project Site corridor with the locations of the 4 Wall sections and Whitehall Slip shown on the USGS High Resolution Orthoimagery, 2004.

Image credits: Maps and Overlays – AKRF; Field Drawing – URS Corporation & Dewberry-Goodkind, Inc.; Field Photo – Dewberry-Goodkind, Inc.; Artifact Photos – Rob Tucher.

A View Of Colonial New York From The South Ferry Terminal Excavations In New York City

By Linda Stone, RPA – Metropolitan Chapter, Diane Dallal, AKRF – Metropolitan Chapter,
Meta Janowitz, URS – Metropolitan Chapter, George L. Miller, URS

Between October 2004 and March 2006, archaeologists worked in conjunction with and during construction of the new South Ferry Terminal station and subway tunnel in Lower Manhattan. This was a massive cut-and-cover excavation project in one of the most historic parts of New York City. The project was conducted by the Metropolitan Transportation Authority (MTA). The majority of the archaeological work was monitoring construction excavations; although archaeological trenching, hand excavations and data recovery were also part of the field protocols. Dewberry-Goodkind, Inc. completed the field effort, led by Linda Stone, RPA. The core staff was augmented for work on the Battery Wall data recovery with personnel provided by URS and A.D. Marble. A Cultural Resources Team of AKRF, URS and Linda Stone, RPA is conducting the analysis and report write-up of the field investigations.

The South Ferry Terminal project excavations covered approximately 1,800 linear feet, including nearly 750 feet within Battery Park. The width of the project corridor varied from approximately 40 to 100 feet. Two sites identified within the South Ferry corridor were determined eligible for listing in the National Register of Historic Places: Whitehall Slip and the Battery Wall. Whitehall Slip was an inlet for small vessels that was built by the addition of fill to either side, creating a space for boats to dock that was protected from the river currents. The Battery Wall probably had a dual purpose. It supported batteries of guns that protected the city from invasion and also functioned as a seawall. Evidence suggests that both features were originally constructed during the first half of the eighteenth century and were destroyed and/or filled beginning in the latter part of the eighteenth century. In addition to the archaeological data recovery of Whitehall Slip and the Wall, many artifacts were recovered during general South Ferry excavations and stratigraphy throughout the South Ferry Terminal project corridor was recorded. The analysis of the data from these general excavations will facilitate the understanding of the landfill of that part of the City.

Prior to the discovery of Whitehall Slip, the contractor installed a concrete and steel cut-off wall that was anchored to the bedrock. This prevented the excavation area from flooding. The upper five feet of fill were removed by backhoe, enabling the installation of girders that were then covered with concrete deck plates and asphalt. Once completed, pedestrians could walk over the construction site without any indication of the work taking place beneath their feet. The archaeological investigation of Whitehall Slip took place beneath this non-removable decking. The initial exposure of the Whitehall Slip timber cribbing was approximately eight to ten feet below ground surface. The excavations ultimately reached a depth of approximately fifteen feet below the ground surface. The exposed cribbing structure was cleaned by hand using shovels and trowels, measured, drawn and photographed and then a front-end loader removed five-foot sections of the Slip - both the log cribbing and the fill. Each subsequent section of the Slip was similarly documented. Samples of the fill were screened for artifact recovery and sections of the logs were cut for dendrochronological analysis. This was the first project along the Lower Manhattan shoreline where dendrochronology was performed.

The investigation revealed that Whitehall Slip was constructed using several different methods. The most common consisted of open celled blocks of cribbing. This type of block was comprised of a series of interlocking logs which formed a box-type structure with space between the logs. The blocks would have been sunk by being weighted down with stone and fill, thus expanding the shoreline. Each of the open celled cribbing blocks used at Whitehall Slip measured approximately six to seven feet across and were seven feet high. Many of the logs used in these blocks were cut directly from the base of the tree trunk and exhibited wedge-shaped ends where the trees were felled. Some logs were deliberately notched to allow them to fit together. Others exhibited log-shaped indentations, likely the result of compression from the weight of the logs above. Occasionally, notches were observed in places on the logs that did not or could not fit together, a possible indication of reuse.

Dendrochronology dates the logs used to build the earliest part of the Slip to 1734. Additionally, it demonstrates that the section of the Slip that extended further into the harbor was built somewhat later, during the 1790s. The ongoing analysis is examining issues related to possible differences in construction methods as they may relate to these two time frames. The artifacts date the initial filling of the Slip to ca. 1775 and show that filling continued through the mid-nineteenth century, several decades later than previously thought. The dendrochronological date of 1734 coincides with

significant landfilling activities that took place south of, and along both sides of, Whitehall Street in 1732 and 1734, work that probably resulted in the creation of the earliest portion of Whitehall Slip recovered at the site. The artifacts that date the initial filling of the Slip to ca.1775 also corroborate the documentary evidence which demonstrates that in 1772, freeholders and others living near the Slip, petitioned the city for permission to fill it in and some filling activities took place at that time. In 1774, the city ordered the completion of the filling of Whitehall Slip because it was “a very great Nuisance to the Neighborhood (MCC VIII: 27-28). Another filling episode took place in 1786 (MCC I: 221) and this date lends further credence to the dendrochronological evidence which shows that additional portions of the Slip extending into the East River, were constructed during the 1790s. The Slip was completely filled in to South Street by 1849.

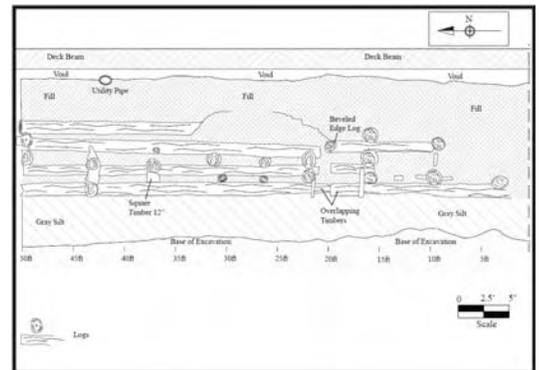
The artifacts recovered from the Whitehall Slip fill included English ceramics from an importer’s or jobber’s discard of a group of vessels. They either arrived broken in New York or broke before they could be sold. This type of deposit is recognizable because it has multiple vessels of the same form and pattern and the vessels do not show any signs of use wear. The name of the merchant who discarded these vessels cannot be determined, however, and their deposition cannot be tied to a known historical event. This assemblage is not representative of the previously established range of vessels imported to New York City because hollowwares, which appear to have a greater propensity to break than flat wares, are by far the most common vessel type in this assemblage. Nevertheless, this deposit gives us a snapshot of wares imported into the city during the second decade of the 19th century.

A collection of 1,063 sherds representing at least 169 vessels was recovered from sixteen contexts within Whitehall Slip. This number includes vessels from the importer’s dump as well as vessels from secondary household refuse. The importer’s dump vessels consisted of at least 64 pearlware vessels. Of these, 53 were polychrome floral painted patterns in earth-tone colors. The most common pattern has two large yellow tulips with green leaves and brown highlights accompanied by sprigs of branches, leaves, and flowers. There were at least nineteen small fluted bowls, two saucers, and one teacup in this pattern. Another fifteen teacups, thirteen saucers, two bowls, and a teapot lid have three different small-scale floral patterns. The remaining eleven pearlware vessels are dipt small punch bowls with rouletted bands.

Many of the other 105 identified vessels were probably secondary household refuse not associated with the importer’s dump; all were under 10% complete. Among these vessels were three printed white-ware plates in the “Pergamus” pattern, part of the Holy Bible series made by Job and John Jackson between 1831 and 1835 (Coysh and Henrywood 1989:107) and another printed whiteware plate decorated with the “Father Matthew, The Great Advocate for Temperance” pattern (Snyder 1997:19). Father Matthew was the founder of an influential temperance movement in Ireland; he toured the United States from 1849 to 1851 promoting his ideals. (This pattern was also found at the Five Points site).



Overlay of the South Ferry Terminal project corridor with the locations of the 4 Wall sections and Whitehall Slip shown on the Plan of the City of New York, depicting 1766-1767; B. Ratzen, 1776.



Section of open-cell cribbing at Whitehall Slip.



Part of Wall 3 and the adjacent log feature. February 1, 2006

The vessels from this importer's dump probably were discarded around the turn of the nineteenth century, based on their decorations and forms. The forms of all the cups in this deposit are the Chinese cup shape, which was supplanted by the larger London shape after 1810. All of the painted cups and saucers have earth-toned polychrome painting, introduced around 1795 and popular into the 1820s. None of the painted vessels was China glaze ware, blue-painted in a chinoiserie style, the dominant painted ware from ca. 1775 to ca. 1800 (Miller et al 2000:12). The polychrome painted pearlware vessels thus were probably made ca. 1800 to 1810.

The Battery Wall discovery was certainly the most provocative find of the South Ferry Terminal archaeological work. It stimulated interest within the archaeological community and with members of the general public throughout the state and beyond. The Battery Wall was identified in four separate sections, mostly within present day Battery Park. All sections had been truncated prior to being buried under eight to twelve feet of fill. The height of the excavated sections of Wall ranged from one to four feet. The lengths of the sections ranged from only 4.5 feet for Wall 2 to over 100 feet for Wall 4. The Walls were constructed by laying cut stones along two faces and filling the interior space with a mixture of stones and soil. The average width of the Wall sections was 8.5 feet.

Each section of Wall had a unique character. Walls 1 and 2 were predominantly made of sandstone with each layer of stone individually mortared. Both of these sections sat directly on bedrock as a foundation. Walls 3 and 4 were built mainly with cut schist, the local bedrock. The face stones of these sections were not individually mortared. It appeared as if the stones were dry-laid and then the space between filled in with stones and soil and the Wall then covered with a blanket of mortar to seal it from the deprecation of the tides. This mortar cap was then a platform for upper Wall stone courses that were later demolished sometime prior to the creation of Battery Park. The foundation of Wall 3 consisted of large water-worn cobbles while the foundation of Wall 4 was sand. Walls 1 and 4 contained elements of bastions. Wall 3 cut through a log feature that was possibly an earlier pier or gun platform.

Dendrochronology of the log feature dates it to 1734, the same date Whitehall Slip was initially built, suggesting the two features could have been part of the same construction project. That year Governor Cosby advised city officials that money was needed for the "Erecting of a Battery at the Point of Rocks by Whitehall" (Stokes 1967, IV:534). The legislature passed an act to provide for the construction of these fortifications and the following year voted 6,000£ to make sure that it came to pass. This was a major landfilling and construction effort that resulted in the formation of the west side of Whitehall Slip within what became the project area. The governor laid the first stone of the platform and named the fortifications, "George Augustus's Royal Battery," after King George II. It is possible that logs felled in 1734 were laid down just prior to the construction of the new battery, as the Wall itself cuts through the timbers, suggesting that the Wall is of a later date.

It is possible that Walls 3 and 4 were part of a later construction episode or episodes based on the differences in construction methods and manufacture dates of artifacts recovered from fill inside the Walls and at the foundation levels. In 1741, for example, another battery was constructed and ten more feet of land added to the water side of the Copsey Battery. The names of these batteries appear to be used interchangeably, so it is not clear if this Copsey Battery is identical to the George Augustus Battery and/or the Whitehall Battery or is another battery altogether. Research is ongoing. In 1743, the walls around the battery "on copsey Rocks" were raised with sod and additional cannons were installed on the Flat Rock Battery. The Flat Rock Battery is located between the northern (near the fort and Walls 1 and 2) and middle (Wall 4) bastions of the battery.

The archaeological work at the Battery included placing a total of thirty-five excavation units and then removing the remaining soil to expose the faces of the Wall to enable architectural documentation. MTA also hired an architectural conservation specialist (Jablonski-Berkowitz Conservation, Inc.) to document the Wall and dismantle most of the sections for storage and later reassembly. The disassembly was also archaeologically documented and artifacts were recovered from the Wall fill and samples of soil taken for analysis. Excavation units also included two placed beneath sections of the Wall.

The artifact data suggests that all Wall sections were contemporaneous, though not necessarily constructed at the same time. By 1766, when the Rater Plan was drawn, all sections of the South Ferry Walls were extant and the archaeological finds neatly line up with the outline of the wall on Rater's Plan, suggesting that these portions of the Wall were constructed prior to 1766. Parts of the archaeological Wall were possibly constructed during the period of the French and Indian War (1754-1763). Initial evidence, however, suggests Walls 1 and 2 may have been constructed earlier, perhaps as early as the late-17th or early-18th centuries. Ongoing research is being conducted to verify dates of wall construction.

N.Y.S.A.A.



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The editors encourage any NYSAA member who would like to submit an article, letter, editorial or news items to submit it electronically to either

The most common pattern of painted pearlware has two large yellow tulips with green leaves and brown highlights accom-



Tin-Glazed Wall Tile,
Christ on the Cross. (Cat.
No. 15768.427).

Dutch-Style kookpot/grape
with Green Interior Glaze.
(Cat. No. 15768.381).

Most of the artifacts from Battery Wall contexts were in the Architectural Group: brick pieces (both red and Dutch yellow bricks); roofing tiles; wooden planks and timbers; window glass; nails; tin-glazed wall tiles; and pieces of mortar and plaster. Some of these materials, in particular the wood pieces, were directly associated with the Wall but the others probably were construction and/or demolition debris, likely brought in from elsewhere in lower Manhattan. Many of the bricks and roofing tiles had traces of mortar, evidence of their use. Several of the images depicted on the blue-painted tin-glazed wall tiles were biblical scenes: one shows Christ on the cross being offered a vinegar-soaked sponge, as described in the gospel of John (19:29); another is possibly a depiction of the Annunciation. This latter tile is cut, probably to make it fit a smaller than usual space.

A number of Household Group ceramic artifacts were classified as "Dutch-Style." These sherds from red- and buff-bodied earthenware food preparation and service vessels were not primary refuse but, as their fragmentary nature attests, were probably part of fill soils, as were the yellow brick and roofing tile pieces. Nevertheless, these artifacts reflect New York City's Dutch colonial heritage.

The other Household Group artifacts also came from secondary deposits. The most common type of ceramic was British buff-bodied slipware, as is usually the case on eighteenth-century New York City sites. The slipware sherds whose forms could be identified were from dishes or drinking vessels (mugs, cups, or drinking pots). The majority of the dated artifacts from Battery Wall contexts have eighteenth- or early nineteenth-century beginning dates.

The AKRF/URS/Linda Stone team continues to work on the analysis and final site report, as well as a public report. The New York City Parks Department currently has a section of Wall 1 on temporary exhibit in Castle Clinton in Battery Park and will permanently reconstruct the entire Wall 1 when the Park is restored after the South Ferry construction is completed. MTA is planning to reconstruct a section of Wall 3 in their new South Ferry Subway Station, scheduled to open in the summer of 2008. The New York Transit Museum is planning an exhibit of artifacts recovered

from South Ferry Terminal project excavations to coincide with the subway opening.

The next annual Symposium on the Archaeology of New York City, co-sponsored by the Professional Archaeologists of New York City, Inc. (PANYC) and the Museum of the City of New York, will be about the South Ferry Project findings. It is scheduled for May 18, 2008. All reading this newsletter are welcome to attend.

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